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SOURCE Hsin-sheng Wan-pao.

BRITISH ESCORT SERVICE MAY BE INCREASED;  
SOUTH CHINA TRADE CONTINUES DESPITE BOMBINGS

MORE BRITISH WARSHIPS FOR HONG KONG -- Hsin-sheng Wan-pao, 15 Jan 50

A British naval spokesman reports that several British light naval vessels and an 8,000-ton cruiser are coming to Hong Kong from England in January and February 1950. Although the reason for sending these warships was not revealed, it is assumed that they will be used in the escort service of British merchant ships engaged in trade with China. The Black Swan, which went to aid the disabled Flying Arrow, is now escorting British merchant ships into Shang-hai.

Another report states that the Black Swan, having completed its present escort duty, is returning to Hong Kong and will arrive on 17 January 1950. She is being replaced by another destroyer which sailed north as the Black Swan headed south.

According to a reliable source, at present, there are four British warships anchored off the mouth of the Ch'ang Chiang, while several others are on constant patrol duty.

A 13,000-ton aircraft carrier, now in Hong Kong, is leaving for Singapore on 20 January 1950. The departure of a large hospital ship, scheduled to return to Singapore, has been canceled and the ship will remain in Hong Kong indefinitely.

HONG KONG - MACAO SHIPPING BEING RESUMED -- Hsin-sheng Wan-pao, 15 Jan 50

Shipping service from Hong Kong to Macao is gradually being resumed. Three freighters, Ping-an, Ch'iao-yun, and Chiang-pei, were already in service yesterday, 14 January 1950, while others are being readied to be put into service soon.

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Although the Nationalists are still blockading shipping out of Hong Kong, they are more lenient with the ships going to Macao than with those going to Communist China. Recently the freighter Ping-an was detained by the Nationalists, but was freed with the warning not to carry anything which might be transshipped from Macao to Communist China, and to apply for a permit to pass the blockade. However, since no regulation providing for a permit to pass the blockade has been officially issued, it is believed by Hong Kong shipping men that the requirement for such a permit is not a Nationalist government order, but rather is just another way for those blockading merchant ships to collect money for themselves.

## BOMBS FAIL TO HALT SOUTH CHINA TRADE -- Hsin-sheng Wan-pao, 15 Jan 50

Nationalist planes from Hainan and Taiwan stepped up their bombing of coastal shipping recently, probably to knock out the possible invasion fleet along the South China coast. Kuang-chou, Shan-t'ou, Hai-li, and Shan-wei, were all bombed yesterday, 14 January 1950. Now, there is a rumor that the motorized sailing vessel Hsing-t'ai was sunk at Shan-wei during yesterday's bombing. Although the rumor could not be confirmed by merchants in Hong Kong and Shan-wei, they remarked that the loss of one motorized sailing vessel is not a serious matter, since Hong Kong and Shan-wei are so near that trade can be continued by ordinary sailboats. Most of the cargoes from Shan-wei to Hong Kong consist of eggs and pigs, while those from Hong Kong to Shan-wei consist of imported and domestic goods to be transhipped from Shan-wei to the interior.

In Shan-wei, there is another motor-sailboat called the Hung-an, which is scheduled to leave for Hong Kong today, 15 January 1950.

## CARGOES TO COMMUNIST CHINA STILL INSURED -- Hsin-sheng Wan-pao, 15 Jan 50

Regarding the rumor that the Hong Kong branch of an insurance company in London recently received a notice from its main office to suspend underwriting war-risk and marine insurance on all cargoes and ships going to Communist China, an investigation made by a reporter of the Hsin-sheng Wan-pao revealed that, as of 14 January 1950, no such notice had been received at Hong Kong, and that both kinds of insurance are still available for ships going to Communist China at the same rates as before, 3 percent to Shang-hai and 1.5 percent to other ports. However, the insurance company reported that, in the future, the rates will probably be increased to 15 percent or 20 percent since the risk involved in running the Nationalist blockade is increasing.

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